

# Hawaiian Gazette.

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HONOLULU, H. T., FRIDAY NOVEMBER 22, 1901.—SEMI-WEEKLY.

WHOLE No. 2385.

## FIRST CAR THROUGH TO KALIHI

Electric Traction  
Service Now  
Operating.

RUNS ON TWENTY  
MINUTE HEADWAY

Temporary Terminus is Beyond  
Tramway Barns and Close to  
Kamehameha Schools.

WITH filled seats, the first car on the Kalihi extension of the Rapid Transit line made a score of trips last evening. Although unannounced, the fact that it would be possible to start the running of the car yesterday not having been settled beforehand, there were nearly five hundred people who rode upon the line, and from the way the residents who had taken their usual means of getting home looked upon the speeding car, there will be a series of filled coaches from this time on.

The car runs to a point about 200 feet beyond the barns of the Tramways company, towards the Kamehameha Schools. This is 4,700 feet from the junction of Liliha street with King. The run is made by one car, owing to the fact that the switch which is now being placed at a point close to the new fire station, is not yet in working order. This enables the car to make three trips an hour, connecting with every other car on the main line, which still is operated to School, in Liliha street.

The formal opening of the new extension took place yesterday afternoon, when the management of the road, the members of the board of directors, and invited guests to the number of some forty people, were taken to the end of the finished line. The party left the power house at half past four o'clock and sped down the line to the junction of the new track. Everything was in shape, though the force was still at work on some parts of the roadbed, and the trip was made surely and safely, although there was no attempt to make a quick run.

On the way down the advent of the electric cars seemed to attract every resident of Palama and there was an honorary escort of a multitude of urchins, while the population was at the doors to see the sight. The lines of the traction and mule cars are often very close together and the animals which drag the slow coaches were not accustomed to the proximity of the innovation and were only quieted with effort. Even the carriage of the manager appeared as if to greet the new car service, but there was no cordiality in the glance which met it. There was not a hitch, the roadbed was shown to be in the best possible shape, and the electric installation, though made under difficulties and with an ever present danger that there would be trouble from the wires of the telephone and light companies, proved perfect in its operation. Hitting some little roughness caused by the rocks which were being constantly thrown upon the rails, the operation was as successful as that of any part of the old line.

The car was sent to within ten feet of the end of the completed line, where its stops will be made for the present. There the visitors were given a chance to see just what kind of construction is being done by Contractor McKee, and after a short stop the return trip was made to the corner of Liliha street. The car, No. 18, was stopped there and the visiting members of the party were transferred to a down town car, as the one sent out was to be kept in the service. It at once began regular runs which were kept up until the last trip of the main line cars last evening.

The total length of the Kalihi line will be 2,400 feet. When work was stopped last evening the trenching for the track was completed to a point 8,950 feet from the Liliha street connection. Of this distance the track has been laid and the rails spiked down for a distance of 6,700 feet, and the rock filled trenches are only awaiting the final touches to be in perfect shape over 6,250 feet of the line. Yesterday was just three weeks since the work of the construction of the line was begun.

Should the same rate of progress be kept up it is the expectation of the contractor that the entire road will be

## SOME SPEEDY THINGS WHICH MAY REACH THE SPEEDWAY.



Down the speedway see them go,  
(Whoa, steady; steady, whoa!)  
Blooded beauty of the track,  
Cayuse of a Pake's hack.  
For a brush all lying back,  
Up and down the speedway.

Here's a driver with a bike,  
(Forty pounder, built by Pike),  
There's a wagon made I know  
In the hazy long ago,  
Slow and rapid, high and low,  
Travel on the speedway.

Look! a race; the fast hoofs fly—  
Like a flash they travel by,  
Straining, reining, past they go,  
Neck and neck and keep it so,  
Seconds few do either owe  
To any on the speedway.

Flick! the corded lashes play  
(Whoa, lassie, don't get gay!),  
Like a flash one shoots ahead,  
While the other shakes his head,  
Breaks and rears beneath the  
thread—  
Blood tells on the speedway.

H. M. AYRES.

## MEMORIAL FUNDS ARE COMING IN

Committee Gets to Work—Mini-  
mum for Souvenir Certifi-  
cate Fixed.

The McKinley Memorial committee held a meeting yesterday afternoon in the office of C. M. Cooke, in the Bank of Hawaii, at which were present Messrs. C. M. Cooke, T. Clive Davies, K. J. Iminishi, W. D. Westervelt, Governor Dole, J. A. McCandless, F. A. Schaefer, and A. T. Hawes, assistant secretary.

Henry Waterhouse was sent for and asked to assume the chairmanship of the Oahu committee, which he consented to do.

Chairman Fraser of the Kohala committee announced collections amounting to over \$200, in addition to the \$53 already reported, and said there was probably \$50 more in sight. Reports from other places indicated that the people were entering into the spirit of the memorial most heartily.

It was suggested by a committee that the souvenir certificates of contribution, in order that they may not be cheapened, be given out only for a contribution of fifty cents, which would give all school children, families and workmen, an opportunity to possess such a certificate. The matter was placed on file.

It was also stated that the committee would gladly receive suggestions for the form which the memorial should take, and these will be placed on file with those suggesting a flower market and public playground.

## HE IS PRINCE OF WALES.

Duke of Cornwall and York Succeeds  
to His Father's Former Title.

LONDON, Nov. 8.—The Duke of Cornwall and York has been created Prince of Wales and Earl of Chester.

Among the honors bestowed on the occasion of Edward's birthday will be a Baronetcy upon the retiring Lord Mayor of London, Frank Green, and Knights of the Order of St. Michael and St. George. The Duke of Cornwall and York has been created Prince of Wales and Earl of Chester. Among the honors bestowed on the occasion of Edward's birthday will be a Baronetcy upon the retiring Lord Mayor of London, Frank Green, and Knights of the Order of St. Michael and St. George. The Duke of Cornwall and York has been created Prince of Wales and Earl of Chester.

finished before Christmas. There is a bonus of \$100 a day for each day the track work is done, under seventy days. The service will be on a twenty-minute basis from Liliha street, until the switch is laid at the engine house, when the through line cars will be sent on to the Kamehameha Schools. This will be not later than the first of the week.

## GUNBOAT WHEELING WILL SOON BE IN HONOLULU

Is to Be the Station Ship at Pago Pago for  
Captain Sebree, Relieving the  
Abarenda.

CAPTAIN POND of the Iroquois has received a letter from the Coast which states that the gunboat Wheeling is to leave San Francisco at an early date for Samoa. She is to pass through Honolulu on her way to Pago Pago to which place she has been assigned as the station ship of Captain Sebree to take the place of the Abarenda, the old collier stationed at Tutuila. The Abarenda will then probably be assigned to some other station.

The Wheeling is a light-draft gunboat and was built by the Union Iron Works in San Francisco in 1897. She has twin screw vertical triple expansion engines and is schooner rigged.

## THE DROUGHT IN HAWAII.

Suffering in the Largest Island On  
Account of Deficient Rainfall.

The news from Honolulu printed in the Sun the other day that the island of Hawaii, the largest in the group, is suffering from the severest drought known for fifteen years, may have surprised many readers. We are not apt to associate the idea of meagre rainfall with these islands far out in the Pacific.

The fact is that a large part of the islands never have more rain than is really needed for the crops; in large areas irrigation is practiced in order to give the tilled lands all the water they need. The topographic features of the islands prevent the distribution over them of a large rainfall. Rain enough comes to them, but the lay of the land is such that a great deal of it does not reach the cultivated area.

The islands are conspicuous for high mountain ranges and fertile plains and valleys, most of the mountain ranges skirting the northern shores. Ten months in the year the winds come from the northeast, the trade winds blowing quite steadily.

These trade winds, however, strike against the slopes of the northern mountains and naturally a great deal of their moisture is there condensed. The northern side of the mountains in consequence is abundantly supplied with rain. The winds are much drier by the time they reach the south side of the mountains and the rainfall there, where all the plantations are situated, is much smaller. In fact the variation in rainfall between the north side of the mountains and the plains and valleys to the south is very great. The extremes, covering the four chief islands, are between

slon engines and is schooner rigged. Her speed is 12.88 knots an hour and her gross tonnage 806.11 tons. Her length on the load water line is 174 feet and her extreme breadth is 34 feet. Her main armament consists of six four-inch rapid fire guns and two one-pounder rapid fire guns, one Colt and one three-inch rapid fire field gun.

The Wheeling is a sister ship to the gunboat Marietta which accompanied the battleship Oregon on her famous trip around the Horn to Cuba during the Spanish war. The Wheeling has been stationed in the Behring Sea during the last two winters.

## WANTS TRANSPACIFIC CABLE.

Chamber of Commerce Favors Present  
Project of American Company.

NEW YORK, Nov. 8.—The Chamber of Commerce adopted a resolution yesterday reciting the necessity for the establishment of an American trans-Pacific cable, laid and maintained by private enterprise, and the fact that application to lay such a cable had already been made by a responsible American cable company. It was resolved that the chamber urge that permission to land cables be granted to this company under such restrictions as will protect the interests of the United States.

Resolutions were also adopted favoring the creation of a department of commerce and industries.

John Charlton, a member of the Canadian House of Commons, made an address in the course of which he advocated close trade relations between this country and Canada.

An amendment to the by-laws increasing the yearly dues of the members from \$25 to \$50 was offered and will be acted on at the next meeting.

twelve inches and nineteen and a half feet of rain in a year. But though great quantities of rain fall on the windward side of the mountains and much less on the leeward side most regions usually have all the rain required by the crops, though irrigation in some large districts is always practiced. Sometimes, however, as in the present season, the showers south of the mountains are slight. Then the crops are diminished and the cattle on the big ranches die by hundreds, as has been the case this year.—N. Y. Sun.

## CAPTAIN TILLEY COURT MARTIAL

Wisconsin and Solace Will Soon  
Sail and Will Touch This  
Port.

In a letter from Captain Merry to Captain Pond the former writes that Admiral Casey found the charges against Commander Tilley to be grave enough to warrant the convening of the court, which assembled November 9. The evidence was heard and Captain Merry expected the court to finish its work with the Tilley case and four other cases on November 12. A warm reception was tendered by the inhabitants to Captain Tilley and the members of the court upon their arrival.

The Solace probably left Pago Pago between November 18 and November 21. Probably nearly all the members of the court will come on that vessel to this port, from where they will take passage for the Coast on the Alameda. The Wisconsin will probably leave Pago Pago at the same time as the Solace, but as she is going on a cruise in the Samoan group she will probably not be here before early in December. Both vessels will have to coal extensively upon reaching this port.

## BIG BOOM IN NORTHERN LUMBER

TACOMA, Wash., Nov. 13.—Numerous orders and big profits in the shingle business in British Columbia have caused a boom in that industry. Shingle mills are going up all over the province, and many of the mills near Vancouver and New Westminster are American establishments from Washington and Wisconsin, which find it difficult to secure cedar in their own States. They are attracted by the cheap cedar in British Columbia.

Washington people are putting up a large mill at Hastings, B. C., while several mills of smaller capacity are being erected in the city limits of Vancouver by Americans. Besides these mills two large shingle factories are being erected by Tait Brothers in Vancouver, another by the Imperial Lumber Company and one by Heaps & Son. In another year the shingle output of British Columbia will be more than double the present output.

As soon as the new mills are ready for business they are taken into the combine, and Manager Scott of Vancouver distributes orders to them as they come in according to their capacity. For the past twelve months it has been impossible for the mills of the province to keep up with these orders, and by combining prices are kept high. The output goes chiefly to Eastern Canada.

## HAAS HERE TO SOUND CHANNEL

Begin Dredging  
Pearl Harbor  
January.

LUMBER COMING  
FOR THE SCOWS

Federal Inspector Thompson Will  
Supervise Preliminary Prepara-  
tions for the Work.

E. H. HAAS, junior member of the contracting and dredging firm of Clark & Henry, who have the contract for the dredging of the channel entrance to Pearl Harbor, arrived from San Francisco in the Sierra to assist Mr. Henry in the extensive preparations for this work. Mr. Haas, who is registered at the Hawaiian Hotel, is a young man, but he has the confidence of the government representatives for whom he has done considerable contract work on the coast.

With Mr. Haas' arrival the enterprise will take on new life and the construction of the clam-shell dredger will be pushed to completion at the earliest possible date. The dredger is a powerful machine, capable of breaking up the hardest coral formation at the bottom of the Pearl Harbor channel and depositing the debris on the scows with rapidity. The contractors will have a force of twenty men to man the dredger, and other floating apparatuses to the work. Most of these have had considerable experience in the work on the Coast, both with Mr. Haas and Clark & Henry.

Mr. Haas expects to go down to Pearl Harbor tomorrow with L. Thompson, the United States Inspector, who will supervise the work of the contractors, and size up the situation. He will commence taking soundings and certify the old soundings made by the Navy Department. It will be his duty to locate the positions for the work and to determine the side lines. The identification of the Navy soundings are an important preliminary feature of the contract and these will be entirely established before the end of December, so that there will be no difficulty during the winter months of taking further soundings except in determining the depth and result of the dredgings.

The soundings will be carefully taken, the side lines made permanent, and marked to show the general run of the cut which will be made through the entrance. Mr. Ferris, a former partner of Mr. Haas, will be here sometime in December to assist those now on the ground.

At present the steamer Kaena, which the contractors recently bought for \$1,000, is lying near the dredger undergoing an extensive renovation to fit her for the winter's work at the harbor. The steamer will be used for towing the coral laden scows to sea where the debris from the cut is to be dumped.

There will be no change in the name of the little steamer, as under the law, a certain amount of repairs and alterations must be made in a vessel to accomplish the mere changing of a name, and the contractors are too practical to become sentimental in this respect, especially where it means the expenditure of so many dollars.

The dredger will bear the name "Pearl Harbor." A 26-foot launch is also being built here which will be called the "Pearl." This is a heavy whale-boat and will be provided with a four horse-power engine, sufficient for cruising about the channel and harbor. Soundings will be made from this boat. A large amount of lumber is on the way from the coast with which the scows will be built. These will be of the size usually constructed for carrying dredger debris.

The Tramways injunction suit against the Honolulu Rapid Transit Company is set down for argument in Federal Court this morning.